

## § 162.132

*SARNIA TRAFFIC* means the Canadian Coast Guard traffic center at Sarnia Ontario.

(d) *Laws and regulations not affected.* The regulations in §§162.130 through 162.140 do not relieve the owners or operators of vessels from complying with any other laws or regulations relating to navigation on the Great Lakes and their connecting or tributary waters.

(e) *Delegations.* The District Commander, in coordination with appropriate Canadian officials, may make local arrangements that do not conflict with these regulations in the interest of safety of operations, to facilitate traffic movement and anchorage, to avoid disputes as to jurisdiction and to take necessary action to render assistance in emergencies. This authority may be redelegated.

[CGD 78-151, 49 FR 18301, Apr. 30, 1984; 49 FR 26722, June 29, 1984, as amended by CGD 85-060, 51 FR 17016, May 8, 1986; CGD 93-024, 58 FR 59365, Nov. 9, 1993; USCG-2006-24371, 74 FR 11213, Mar. 16, 2009]

### § 162.132 Connecting waters from Lake Huron to Lake Erie; communications rules.

(a) *Radio listening watch.* The master of each vessel required to comply with this section shall continuously monitor:

(1) Channel 11 (156.55 mhz) between Lake Huron Cut Lighted Buoy 11 and Lake St. Clair Light; and

(2) Channel 12 (156.60 mhz) between Lake St. Clair Light and Detroit River Light.

(b) *Radiotelephone equipment.* Reports required by this section shall be made by the master using a radiotelephone capable of operation on a vessel's navigation bridge, or in the case of a dredge, from its main control station.

(c) *English language.* Reports required by this section shall be made in the English language.

(d) *Traffic reports.* (1) Reports required by this section shall be made to SARNIA TRAFFIC on the frequency designated for the radio listening watch in paragraph (a) of this section.

(2) Reports shall include the name of the vessel, location, intended course of action, and ETA at next reporting point.

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(e) *Permanent reporting points.* The master of each vessel to which this section applies shall report as required by paragraph (d) of this section at the location indicated in Table I.

TABLE I

Downbound vessels	Reporting points	Upbound vessels
Report .....	30 Minutes North of Lake Huron Cut.	
Report .....	Lighted Horn Buoy "11"	
	Lake Huron Cut Light "7"	Report.
	Lake Huron Cut Lighted Buoy "1".	
Report .....	St. Clair/Black River Junction Light.	Report.
	Stag Island Upper Light .....	Report.
Report .....	Marine City Salt Dock Light ...	Report.
Report .....	Grande Pointe Light "23"	
	St. Clair Flats Canal Light "2"	Report.
Report .....	Lake St. Clair Light .....	Report.
Report .....	Belle Isle Light	
Report .....	Grassy Island Light .....	Report.
Report .....	Detroit River Light .....	Report.

(f) *Additional traffic reports.* (1) A report shall be made upon leaving any dock, mooring, or anchorage, in the Detroit River, Lake St. Clair, and the St. Clair River except for—

- (i) Ferries on regular runs; and
- (ii) Vessels in the River Rouge.

(2) A report shall be made before maneuvering to come about.

(3) A report shall be made—

(i) 20 minutes before entering or departing the River Rouge; and

(ii) Immediately before entering or departing the River Rouge.

(g) *Report of impairment or other hazard.* The master of a vessel shall report to SARNIA TRAFFIC as soon as possible:

(1) Any condition on the vessel that may impair its navigation, including but not limited to: fire, defective steering equipment, or defective propulsion machinery.

(2) Any tow that the towing vessel is unable to control, or can control only with difficulty.

(h) *Exemptions.* Compliance with this section is not required when a vessel's radiotelephone equipment has failed.

[CGD 78-151, 49 FR 18301, Apr. 30, 1984; 49 FR 26722, June 29, 1984, as amended by CGD 85-060, 51 FR 17016, May 8, 1986; CGD 85-060, 51 FR 37274, Oct. 21, 1986]